99TH CONGRESS
2d Session
HOUSE OF REPRESENTATIVES
REPORT
99-976

MAKING APPROPRIATIONS FOR THE DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES

OCTOBER 7, 1986.—Ordered to be printed

Mr. LEHMAN of Florida, from the committee of conference, submitted the following

CONFERENCE REPORT

[To accompany H.R. 5205]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 5205) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1987, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 7, 9, 24, 25, 32, 33, 37, 40, 47, 50, 51, 55, 60, 64, 65, 68, 69, 70, 72, 77, 78, 80, 82, 89, 90, 97, 100, 101, 102, 104, 105, 107, 108, 109, 110, 111, 112, 113, 116, 118, 119, 120, 121, 125, and 126.

That the House recede from its disagreement to the amendments of the Senate numbered 5, 10, 12, 13, 14, 22, 26, 27, 28, 29, 30, 35, 36, 41, 42, 59, 66, 75, 84, 87, 91, 92, 93, 95, 96, 99, and 106, and agree to the same.

Amendment numbered 4:

That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$65,500,000*; and the Senate agree to the same.

Amendment numbered 8:

That the House recede from its disagreement to the amendment of the Senate numbered 8, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$209,000,000*; and the Senate agree to the same.

Amendment numbered 11:

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That the House recede from its disagreement to the amendment of the Senate numbered 11, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *$64,400,000*; and the Senate agree to the same.

Amendment numbered 16:

That the House recede from its disagreement to the amendment of the Senate numbered 16, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$2,783,000,000*; and the Senate agree to the same.

Amendment numbered 17:

That the House recede from its disagreement to the amendment of the Senate numbered 17, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$621,168,000*; and the Senate agree to the same.

Amendment numbered 21:

That the House recede from its disagreement to the amendment of the Senate numbered 21, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$804,584,000*; and the Senate agree to the same.

Amendment numbered 34:

That the House recede from its disagreement to the amendment of the Senate numbered 34, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment amended to read as follows:

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

For necessary expenses of certain railroad-highway crossings demonstration projects as authorized by section 163 of the Federal-Aid Highway Act of 1973, as amended, to remain available until expended, $11,750,000, of which $7,833,333 shall be derived from the Highway Trust Fund.

And the Senate agree to the same.

Amendment numbered 38:

That the House recede from its disagreement to the amendment of the Senate numbered 38, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *$19,515,000*; and the Senate agree to the same.

Amendment numbered 39:

That the House recede from its disagreement to the amendment of the Senate numbered 39, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$1,600,000*; and the Senate agree to the same.

Amendment numbered 45:

That the House recede from its disagreement to the amendment of the Senate numbered 45, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

In lieu of the sum named, insert *$8,000,000*; and the Senate agree to the same.

Amended numbered 48:

That the House recede from its disagreement to the amendment of the Senate numbered 48, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

In lieu of the sum named, insert *$6,200,000*; and the Senate agree to the same.

Amendment numbered 49:

That the House recede from its disagreement to the amendment of the Senate numbered 49, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

In lieu of the sum named, insert *$10,000,000*; and the Senate agree to the same.

Amendment numbered 52:

That the House recede from its disagreement to the amendment of the Senate numbered 52, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

In lieu of the second sum named, insert *$4,800,000*; and the Senate agree to the same.

Amendment numbered 53:

That the House recede from its disagreement to the amendment of the Senate numbered 53, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

In lieu of the second sum named, insert *$2,000,000*; and the Senate agree to the same.

Amendment numbered 54:

That the House recede from its disagreement to the amendment of the Senate numbered 54, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

In lieu of the sum named, insert *$2,000,000*; and the Senate agree to the same.

Amendment numbered 56:

That the House recede from its disagreement to the amendment of the Senate numbered 56, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

In lieu of the sum named, insert *$2,500,000*; and the Senate agree to the same.

Amendment numbered 58:

That the House recede from its disagreement to the amendment of the Senate numbered 58, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$89,222,000*; and the Senate agree to the same.

Amendment numbered 61:

That the House recede from its disagreement to the amendment of the Senate numbered 61, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$34,172,000*; and the Senate agree to the same.

Amendment numbered 62:

That the House recede from its disagreement to the amendment of the Senate numbered 62, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$41,484,000*; and the Senate agree to the same.

Amendment numbered 63:

That the House recede from its disagreement to the amendment of the Senate numbered 63, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$19,387,000*; and the Senate agree to the same.

Amendment numbered 67:

That the House recede from its disagreement to the amendment of the Senate numbered 67, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$16,150,000*; and the Senate agree to the same.

Amendment numbered 71:

That the House recede from its disagreement to the amendment of the Senate numbered 71, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$26,875,000*; and the Senate agree to the same.

Amendment numbered 79:

That the House recede from its disagreement to the amendment of the Senate numbered 79, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *$602,000,000, including all unexpended balances available from "Conrail workforce reduction" as of September 30, 1986*; and the Senate agree to the same.

Amendment numbered 81:

That the House recede from its disagreement to the amendment of the Senate numbered 81, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$6,500,000*; and the Senate agree to the same.

Amendment numbered 83:

That the House recede from its disagreement to the amendment of the Senate numbered 83, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment amended to read as follows: , *of which not to exceed $600,000 shall be available for the Office of the Administrator;* and the Senate agree to the same.

Amendment numbered 86:

That the House recede from its disagreement to the amendment of the Senate numbered 86, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$1,002,500,000*; and the Senate agree to the same.

Amendment numbered 88:

That the House recede from its disagreement to the amendment of the Senate numbered 88, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$201,119,500*; and the Senate agree to the same.

Amendment numbered 94:

That the House recede from its disagreement to the amendment of the Senate numbered 94, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$27,200,000*; and the Senate agree to the same.

Amendment numbered 98:

That the House recede from its disagreement to the amendment of the Senate numbered 98, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert *$6,500,000*; and the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 1, 2, 3, 6, 15, 18, 19, 20, 23, 31, 43, 44, 46, 57, 73, 74, 76, 85, 103, 114, 115, 117, 122, 123, 124, 127, 128, and 129.

WILLIAM LEHMAN,
WILLIAM H. GRAY III,
BOB CARR,
RICHARD J. DURBIN,
ROBERT J. MRAZEK,
MARTIN OLAV SABO,
JAMIE L. WHITTEN,
LARRY COUGHLIN,
SILVIO O. CONTE,
CARL PURSELL,
FRANK R. WOLF,
Managers on the Part of the House.

MARK ANDREWS,
THAD COCHRAN,
JAMES ABDNOR,
ALFONSE M. D'AMATO,
LAWTON CHILES,
JOHN C. STENNIS,
ROBERT C. BYRD,
FRANK R. LAUTENBERG,
Managers on the Part of the Senate.

JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE

The managers on the part of the House and the Senate at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 5205) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1987, and for other purposes, submit the following joint statement to the House and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Amendment No. 1: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following: *; $950,000 for the Immediate Office of the Secretary, $470,000 for the Immediate Office of the Deputy Secretary, $5,300,000 for the Office of the General Counsel, $7,462,000 for the Office of the Assistant Secretary for Policy and International Affairs, $2,090,000 for the Office of the Assistant Secretary for Budget and Programs, $2,475,000 for the Office of the Assistant Secretary for Governmental Affairs, $21,930,000 for the Office of the Assistant Secretary for Administration, $1,400,000 for the Office of the Assistant Secretary for Public Affairs, $750,000 for the Executive Secretariat, $390,000 for the Contract Appeals Board, $1,260,000 for the Office of Civil Rights, $478,000 for the Office of Commercial Space Transportation, $1,750,000 for the Office of Essential Air Service, $565,000 for Regional Representatives, and $3,730,000 for the Office of Small and Disadvantaged Business Utilization*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement establishes the following distribution:

	Appropriation	Positions
Immediate Office of the Secretary	$950,000	14
Immediate Office of the Deputy Secretary	470,000	10
General Counsel	5,300,000	115
Policy and International Affairs	7,462,000	156
Budget and Programs	2,090,000	42
Governmental Affairs	2,475,000	54

	Appropriation	Positions
Administration	21,930,000	173
Public Affairs	1,400,000	30
Executive Secretariat	750,000	23
Contract Appeals Board	390,000	5
Office of Civil Rights	1,260,000	24
Office of Commercial Space Transporation	478,000	9
Office of Small and Disadvantaged Business Utilization	3,730,000	14
Office of Essential Air Service	1,750,000	34
Regional Representatives	565,000	12

The conference agreement includes $400,000 to develop an automated international aviation tariff filing system. The conferees expect a small pilot system to be in place by the end of the fiscal year. The conferees also expect the Department to consider the imposition of user fees to cover the administrative costs of its tariff filing responsibilities.

The conferees are concerned that in recent airline defaults, airline passengers have been left without protection against the failure of airlines to honor outstanding tickets. The conferees therefore direct the Secretary to conduct a study of various methods for providing protection to airline passengers who have purchased tickets for flights that are cancelled because of the commencement of a case in bankruptcy by or against an air carrier. The Secretary shall submit a report to the House and Senate Committees on Appropriations on the results of such study, including recommendations, not later than six months after the date of the enactment of this Act.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Amendment No. 2: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that conforms the heading.

Amendment No. 3: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following: *$3,999,000, of which $650,000 shall be derived from unobligated balances of "Salaries and expenses"*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement distributes these funds as follows:

	Allocation
Personnel compensation and benefits	$1,700,000
Policy office positions	(24)
Commercial space office positions	(1)
Long-range strategic transportation planning study (Sec. 321(b))	250,000
Commercial space contracts	650,000
Essential air service options study (sec. 321(c))	750,000
Planning, research and development contracts	500,000
Travel and administrative costs	149,000

WORKING CAPITAL FUND

Amendment No. 4: Limits obligations to $65,500,000 instead of $64,500,000 as proposed by the House and $66,500,000 as proposed by the Senate.

PAYMENTS TO AIR CARRIERS

Amendment No. 5: Appropriates $30,000,000 as proposed by the Senate instead of $21,000,000 as proposed by the House.

COAST GUARD

OPERATING EXPENSES

Amendment No. 6: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert the following: *$1,755,000,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The problem of oil spills into restricted coastal waterways is a matter of continuing concern to the conferees. The conferees expect the Coast Guard to conduct a study of oil spill prevention in restricted waterways, and report to the Congress on its findings within one year. This study should be conducted in fiscal year 1987, using available funds. This study should focus on a series of recent major spills occurring in the Delaware River, review the causes of these spills, and recommend steps for preventing their repetition. Included for consideration should be modifications in tanker construction and operation standards, crew training, locale familiarization requirements, improvements in navigation aids, and other approaches with the potential for reducing the likelihood of discharges of oil in restricted waterways.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Amendment No. 7: Conforms heading.

Amendment No. 8: Appropriates $209,000,000 instead of $101,850,000 as proposed by the House and $251,700,000 as proposed by the Senate.

The conference agreement assumes the availability of an additional $32,500,000 from delayed or cancelled acquisition, construction, and improvement projects. The total program level of $241,500,000 is distributed as follows:

Vessels	$160,000,000
Aircraft	5,600,000
Command, Control and Communications	5,500,000
Shore facilities	45,000,000
Aids to Navigation	3,400,000
Administration	22,000,000

Amendment No. 9: Deletes $32,500,000 rescission proposed by the Senate.

ALTERATION OF BRIDGES

The conferees direct the Coast Guard to expedite alterations on the Willamette River Bridge in Portland, Oregon.

RESERVE TRAINING

Amendment No. 10: Conforms heading.

Amendment No. 11: Appropriates $64,400,000 instead of $63,857,000, including $5,000,000 to be derived by transfer, as proposed by the House and $65,000,000 as proposed by the Senate.

The conference agreement provides for a selected reserve of 12,750 personnel instead of 12,500 personnel as proposed by the House and 13,000 personnel as proposed by the Senate.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Amendment No. 12: Appropriates $20,000,000 as proposed by the Senate instead of $20,100,000 as proposed by the House.

The conference agreement includes $100,000 to continue the maritime fire and safety association grant.

BOAT SAFETY

Amendment No. 13: Appropriates $30,000,000 for liquidation of obligations for recreational boating safety assistance as proposed by the Senate instead of $15,000,000 as proposed by the House.

Amendment No. 14: Limits obligations for recreational boating safety assistance to $30,000,000 as proposed by the Senate instead of $15,000,000 as proposed by the House.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

Amendment No. 15: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that conforms the heading.

Amendment No. 16: Appropriates $2,783,000,000 instead of $2,769,300,000 as proposed by the Senate and $2,797,447,000 as proposed by the House.

The conference agreement includes the following amounts:

Operation of air traffic control system	$1,222,451,000
Installation and materiel services	184,573,000
Maintenance of air traffic control system	752,815,000
Administration of aviation standards	307,937,000
Development direction	9,031,000
Administration of airports program	26,181,000
Human resources management	208,343,000
Direction, staff, and supporting services	71,669,000

The conferees expect that any potential shortfalls in safety programs resulting from this distribution will be properly reported to the House and Senate Committees on Appropriations.

The conference agreement includes 100 air traffic control positions and 185 flight service station positions above the Senate levels. The conferees also have provided 8 traffic management coor-

dinator positions instead of 16 positions as proposed by the Senate. The conferees expect the FAA to assign these positions to airports in the Washington, D.C. area and to report by March 31, 1987, on the impact these personnel have had on reducing air traffic delays and whether it would be cost effective to continue and/or expand this concept to other tower facilities.

The conferees have agreed to the House level for aviation safety inspector personnel.

Amendment No. 17: Provides that $621,168,000 of the amount provided for operations shall be derived from the Airport and Airway Trust Fund instead of $500,000,000 as proposed by the Senate and $691,048,000 as proposed by the House.

Amendment No. 18: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that establishes a minimum air traffic controller on-board employment level of 15,000 personnel by September 30, 1987. In establishing a minimum air traffic control staffing level, the conferees do not intend that the FAA be limited to the 15,000 personnel level. The conferees expect the FAA to make every reasonable effort to reach the 15,100 staffing level funded in the conference agreement.

Amendment No. 19: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows: *or for a pilot test of contractor maintenance: Provided further, That the immediately preceding proviso shall not prohibit the augmentation of the existing field maintenance workforce if it is determined to be essential for the safe operation of the air traffic control system*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 20: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate providing for an extension of the FAA's reemployed annuitant authority from December 31, 1986, to December 31, 1987, and providing transfer authority of up to $10,000,000 to fund such employment. The conferees expect this authority to provide for up to 300 employees.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 21: Appropriates $804,584,000 instead of $772,684,000 as proposed by the Senate and $828,000,000 as proposed by the House.

The conference agreement includes the following amounts:

Air route traffic control centers	$282,495,000
Airport traffic control towers and terminal equipment	247,646,600
Flight service stations	48,916,100
Air navigation facilities	66,629,500
Housing, utilities and miscellaneous facilities	142,515,000
Aircraft	9,091,300

Development, test, and facilities	7,290,000

The conferees expect the FAA to comply with the project distributions outlined in House Report 99-696 as modified by Senate Report 99-423 with the following adjustments:

Automation support at centers	+32,000,000
Advanced automation system/design competition phase	+36,540,800
Air route traffic control centers (unspecified)	+12,500,000
Traffic management system	−14,500,000
Waukegan Regional Airport tower	+1,900,000
NEXRAD	+5,000,000
Airport traffic control towers and terminal equipment (unspecified)	+12,500,000
Mobile control towers	−1,925,000
Automated weather observing systems	−20,054,500
Retrofit remote radio control system for visual aid facilities	−3,055,600
National radio communications system	−6,300,000
System engineering and integration support	−10,000,000
Test equipment	−4,094,000
Computer based instruction	−2,300,000
Unmanned building improvements	−2,000,000
Land purchases	−1,024,700
Development, test and evaluation	−3,287,000

The conferees recognize that delays in some projects might necessitate adjustments to the above allocations and expect these adjustments, if required, to be accomplished through the normal reprogramming process.

The conferees have approved $32,000,000 for software support at the air route traffic control centers during fiscal year 1987. The conferees recognize the urgent requirement for on-site automation specialists to perform software maintenance on real time air traffic control computer systems. However, the conferees are concerned about the high cost per work year under the existing contract and do not expect the options on this contract to be exercised unless the FAA determines that this is the most cost effective method of performing the required software maintenance.

The conference agreement includes a total of $98,366,800 for the design competition phase of the advanced automation system program. In addition, the conferees direct that the FAA reserve not less than $75,323,600 for this program. The funds to be reserved are derived from the following accounts:

Fiscal years 1983 and 1984 appropriations for aircraft program (excluding funds for the light twin flight inspection aircraft)	$38,753,600
Fiscal year 1986 appropriations proposed to be reprogrammed for flight service station modernization (Model 2) and remote radar weather display systems	11,570,000
Fiscal year 1987 appropriations for air route traffic control centers and airport traffic control towers and terminal equipment (unspecified increases to Senate level)	25,000,000

The conferees direct that these funds be reserved until the FAA has presented and the House and Senate Committees on Appropriations have approved a revised advanced automation system acquisition program.

Under the conference agreement no fiscal year 1987 appropriations is provided for the microwave landing system (MLS) program. The conferees direct that no further procurement activity be initiated until the House and Senate Committees on Appropriations have had the opportunity to hold hearings to determine the status

of the MLS program and have approved funding for the procurement of additional systems.

Amendment No. 22: Provides that $10,000,000 shall be available to continue the airway science curriculum program as proposed by the Senate instead of $5,000,000 as proposed by the House. The conference agreement includes $3,000,000 for the University of North Dakota and $2,000,000 for Florida Memorial College.

Amendment No. 23: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate requiring universities or colleges receiving airway science program funds to have an airway science curriculum that is recognized by the FAA.

Amendment No. 24: Inserts language proposed by the House providing $3,914,000 to construct an experimental computer-based airway and aviation management facility at the Center for Research and Training in Information-based Aviation and Transportation Management at Barry University.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 25: Appropriates $141,700,000 as proposed by the House instead of $142,000,000 as proposed by the Senate. The conference agreement includes a $600,000 increase over the budget request for airport security and weapons detection research as proposed by the Senate.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 26: Conforms heading.

Amendment No. 27: Appropriates $860,000,000 for liquidation of obligations incurred for airport planning and development as proposed by the Senate instead of $800,000,000 as proposed by the House.

Amendment No. 28: Limits obligations for airport planning and development, and noise compatibility planning and programs to $1,000,000,000 as proposed by the Senate instead of $1,017,200,000 as proposed by the House

In addition to the specific projects identified in the House and Senate Committee reports, the conferees direct that priority consideration also be accorded to Sacramento Metropolitan Airport, California; Evansville-Dress Regional Airport, Indiana; and Natchez-Adams County Airport, Mississippi.

The conferees direct the FAA to comply with the expectation in the House report, in which the Senate report concurred, that applications for discretionary funds, under the 1982 Airport and Airway Improvement Act, from Philadelphia International Airport/Northeast Philadelphia Airport receive high priority consideration.

Amendment No. 29: Deletes $50,000,000 rescission of unobligated contract authority proposed by the House.

CONSTRUCTION, METROPOLITAN WASHINGTON AIRPORTS

Amendment No. 30: Appropriates $7,000,000 as proposed by the Senate instead of $50,000,000 to be derived from the Airport and Airway Trust Fund as proposed by the House.

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

Amendment No. 31: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate appropriating $13,516,000, together with such sums as may be necessary for the payment of interest, to repay borrowings from the Secretary of the Treasury.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Amendment No. 32: Limits operating expenses to $202,750,000 as proposed by the House instead of $204,660,000 as proposed by the Senate.

The conferees reiterate the directive in the House report (99-696) to study ways to improve access from I-95 to the Liberty City area of Dade County, Florida. The conferees also reiterate the directive in the Senate report (99-423) reserving $310,000 for advanced welding research at the Oregon Graduate Center.

Amendment No. 33: Provides that $39,288,000 shall remain available until expended as proposed by the House instead of $41,288,000 as proposed by the Senate.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

Amendment No. 34: Appropriates $11,750,000 instead of $23,500,000 as proposed by the House.

The conference agreement includes the following amounts:

Lincoln, Nebraska	$2,000,000
Augusta, Georgia	2,000,000
Brownsville, Texas	750,000
Lafayette, Indiana	3,500,000
Springfield, Illinois	3,500,000

FEDERAL-AID HIGHWAYS (LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Amendment No. 35: Limits obligations for the federal-aid highways and highway safety construction programs to $13,000,000,000 as proposed by the Senate instead of $13,125,000,000 as proposed by the House.

The conference agreement includes the following allocations of interstate transfer-highways discretionary funds:

Arizona	$930,747
California	2,000,000
Colorado	25,728,769
Connecticut	18,000,000
Illinois	43,000,000
Indiana	3,000,000

Iowa	4,904,696
Maryland	29,498,203
Minnesota	9,500,000
Nebraska	3,016,410
New Jersey	12,974,915
Ohio	15,000,000
Oregon	12,301,612
Pennsylvania	14,850,000
Virginia	6,400,000

The conferees expect that in the event the final contract authority established for the interstate transfer-highway program is different from the level assumed by the conferees, proportionate adjustments shall be made to each area allocation.

FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Amendment No. 36: Appropriations $13,130,000,000 to liquidate contract obligations as proposed by the Senate instead of $13,036,000,000 as proposed by the House.

MOTOR CARRIER SAFETY

Amendment No. 37: Conforms heading.

Amendment No. 38: Appropriations $19,515,000 instead of $19,515,000 to be derived from the Highway Trust Fund as proposed by the Senate and $20,447,000 as proposed by the House.

Amendment No. 39: Provides that $1,600,000 shall remain available until expended instead of $1,300,000 as proposed by the House and $1,900,000 as proposed by the Senate.

Amendment No. 40: Provides that not to exceed $1,532,000 shall be available for "Limitation on general operating expenses" as proposed by the House.

MOTOR CARRIER SAFETY GRANTS

(HIGHWAY TRUST FUND)

Amendment No. 41: Conforms heading.

Amendment No. 42: Deletes appropriation of $18,000,000 to liquidate contract authorizations and $50,000,000 limitation on obligations for motor carrier safety grants proposed by the House.

Amendment No. 43: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$16,269,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

ACCESS HIGHWAYS TO PUBLIC RECREATION

AREAS ON CERTAIN LAKES

Amendment No. 44: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede

and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter proposed by said amendment, insert the following:

ACCESS HIGHWAYS TO PUBLIC RECREATION

AREAS ON CERTAIN LAKES

Notwithstanding any other provision of law, there is appropriated $5,000,000 for necessary expenses of certain access highway projects, as authorized by section 155, title 23, United States Code, to remain available until expended: Provided, That $1,700,000 shall be made available for a project in Morton County, North Dakota and $469,000 shall be made available for the Rice Lake Project in Ward County, North Dakota, which shall be considered eligible for funding.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

BALTIMORE-WASHINGTON PARKWAY

(HIGHWAY TRUST FUND)

Amendment No. 45: Appropriates $8,000,000 instead of $9,000,000 as proposed by the House.

WASTE ISOLATION PILOT PROJECT ROADS

Amendment No. 46: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate appropriating $10,000,000.

AIRPORT-HIGHWAY DEMONSTRATION PROJECT

Amendment No. 47: Appropriates $1,887,000 as proposed by the House.

EXPRESSWAY GAP CLOSING DEMONSTRATION PROJECT

Amendment No. 48: Appropriates $6,200,000 instead of $13,900,000 as proposed by the House.

INTERMODAL URBAN DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Amendment No. 49: Appropriates $10,000,000 instead of $11,000,000 as proposed by the House.

HIGHWAY SAFETY AND ECONOMIC DEVELOPMENT DEMONSTRATION PROJECTS

(HIGHWAY TRUST FUND)

Amendment No. 50: Inserts permanent authorizing language, including a permanent exemption from any limitation on obligations

for Federal-aid highways and highway safety construction programs, and appropriates $10,000,000 as proposed by the House.

AIRPORT ACCESS DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Amendment No. 51: Appropriates $4,000,000 as proposed by the House.

HIGHWAY SAFETY IMPROVEMENT DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Amendment No. 52: Inserts permanent authorizing language, including a permanent exemption from any limitation on obligations for Federal-aid highways and highway safety construction programs, and appropriates $4,800,000 instead of $7,000,000 as proposed by the House.

HIGHWAY-RAILROAD GRADE CROSSING SAFETY DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Amendment No. 53: Inserts permanent authorizing language, including a permanent exemption from any limitation on obligations for Federal-aid highways and highway safety construction programs, and appropriates $2,000,000 instead of $3,000,000 as proposed by the House.

NUCLEAR WASTE TRANSPORTATION SAFETY DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Amendment No. 54: Appropriates $2,000,000 instead of $4,000,000 as proposed by the House.

THEODORE ROOSEVELT BRIDGE CAPACITY IMPROVEMENTS

(HIGHWAY TRUST FUND)

Amendment No. 55: Appropriates $1,500,000 as proposed by the House.

AIRPORT ACCESS HIGHWAY DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Amendment No. 56: Appropriates $2,500,000 instead of $5,000,000 as proposed by the House.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

Amendment No. 57: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that conforms the heading.

Amendment No. 58: Appropriates $89,222,000 instead of $81,448,000 as proposed by the Senate and $93,600,000 as proposed by the House.

The conference agreement includes the following distribution:

	Program level	Positions
Rulemaking	$7,191,000	88
Enforcement	11,600,000	101
Highway safety	[1] 21,448,000	174
Research and analysis	[2] 48,600,000	141
General administration	[3] 7,660,000	88
Office of the administrator	[4] 2,583,000	48

[1] Includes $3,651,000 derived from section 402 grant program.
[2] Includes $5,000,000 derived from by transfer that shall be applied to the $10,000,000 provided for the Center for Injury Control grants.
[3] Includes $907,000 derived from section 402 grant program.
[4] Includes $302,000 derived from section 402 grant program.

Within the funds provided, the conference agreement includes $4,625,000 to continue an occupant protection information program. These funds are to be distributed as follows:

Preparation and distribution of educational materials on passive restraint systems including the dissemination of information regarding successful airbag test results	$1,000,000
Education/enforcement projects to increase safety belt usage only in states with mandatory safety belt use laws	2,000,000
(a) Concentrated programs combining education and enforcement modeled after a successful insurance industry-sponsored project in Elmira, New York	(1,000,000)
(b) State-wide and state-administered initiatives to enforce mandatory use and child restraint laws	(500,000)
(c) Assistance to states for programs in which police personnel train other police personnel on the most effective methods of enforcing safety belt and child restraint laws	(400,000)
(d) Targeted public awareness activities on safety belt and child restraint laws through hospitals, the medical community, and schools	(100,000)
Other safety belt usage and passive restraint education efforts	1,625,000

The conferees direct the NHTSA administrator to submit to the House and Senate Committees on Appropriations a detailed fiscal year 1987 spending plan for the occupant protection information program by November 15, 1986. This plan should be project-specific. Included in this report shall be an assessment of the administrator's use of section 403 funds under the Motor Vehicle Information and Cost Savings Act to provide consumers with information on how to retrofit their cars with lap-shoulder safety belts in the back seat.

The conference agreement also includes: $100,000 above the budget request to retest cars under the new car assessment program; $75,000 above the budget request for Dade County, Florida, emergency medical services improvements; $250,000 above the budget request for national driver register implementation; and $2,000,000 for Project TEAM and related efforts.

The conferees also wish to emphasize the importance of and the necessity for the National Highway Traffic Safety Administration to conduct a study on light trucks and vans that assesses the magnitude and nature of the safety problems associated with these vehicles. Light trucks and vans have been exempted from major safety standards including roof crush resistance, head restraints,

high mounted rear brake lights, and passive restraints. The conferees expect that NHTSA will conduct this study according to the directions contained in the House report (99-696) and will submit its report as specified on April 15, 1987.

The conferees reiterate the Senate's direction to NHTSA to place a high priority on programs to enhance proper use of child restraint systems. As part of this effect, NHTSA should undertake at least one state-wide pilot program to test intensified child restraint use public education and enforcement activities. Such program should be patterned after an insurance industry-sponsored project for safety belt use encouragement in New York. The conferees expect NHTSA to contract with a non-profit, private sector organization that has substantial experience in promoting child restraint use to undertake this project.

Amendment No. 59: Provides $5,000,000 by transfer as proposed by the Senate instead of $2,000,000 as proposed by the House.

Amendment No. 60: Provides that the $5,000,000 transfer in amendment No. 59 shall be derived from "Payments to air carriers" as proposed by the House instead of "Section 408, alcohol safety incentive grants" as proposed by the Senate.

Amendment No. 61: Provides that $34,172,000 shall be derived from the Highway Trust Fund instead of $28,822,000 as proposed by the Senate and $37,742,000 as proposed by the House.

Amendment No. 62: Provides that $41,484,000 shall remain available until expended instead of $34,598,000 as proposed by the Senate and $44,268,000 as proposed by the House.

Amendment No 63: Provides that $19,387,000 of the amount available until expended shall be derived from the Highway Trust Fund instead of $12,717,000 as proposed by the Senate and $21,637,000 as proposed by the House.

Amendment No. 64: Inserts language proposed by the House requiring that $10,000,000 of the amount provided for "Operations and research" shall be available only for the purpose of implementing the recommendations of the 1985 National Academy of Sciences report on trauma research.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Amendment No. 65: Conforms heading.

Amendment No. 66: Appropriates $127,000,000 for liquidation of contract authorizations as proposed by the Senate instead of $122,000,000 as proposed by the House.

Amendment No. 67: Limits alcohol safety incentive grant obligations to $16,150,000 instead of $14,400,000 as proposed by the House and $17,900,000 as proposed by the Senate.

Amendment No. 68: Limits funds available for administering the provisions of 23 U.S.C. 402 to $4,860,000 as proposed by the House instead of $4,900,000 as proposed by the Senate.

Amendment No. 69: Rescinds $5,000,000 from the unobligated balances of the alcohol safety incentive grants program as proposed by the House.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

Amendment No. 70: Conforms heading.

Amendment No. 71: Appropriates $26,875,000 instead of $26,750,000 as proposed by the House and $27,000,000 as proposed by the Senate.

The conference agreement is distributed as follows:

	Program level
Local rail service assistance	$10,000,000
Washington Union Station	4,600,000
Contractual support	775,000
Salaries and expenses	11,500,000

Of the discretionary funds available for local rail service assistance, the conferees direct that funds be reserved for the following projects in the amounts specified:

Detroit and Mackinac Railway	$800,000
Western Massachusetts rail rehabilitation	1,000,000
Central Illinois Shippers Corporation	350,000
Housatonic Railroad (Connecticut)	1,200,000
Dodge City-Ford-Bucklin Railroad	1,000,000

Amendment No. 72: Inserts the word "and" as proposed by the House.

Amendment No. 73: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter proposed by said amendment, insert the following: *: Provided, That, notwithstanding any other provision of law, up to $500,000 of the funds appropriated in fiscal year 1986 for discretionary local rail service assistance grants under "Rail service assistance" shall be made available only for the rail rehabilitation needs of the Mississippian Railroad*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

RAILROAD SAFETY

Amendment No. 74: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following: *$27,050,000, of which $1,350,000 shall remain available until expended*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes the following amounts:

Federal enforcement	$22,050,000
(Positions)	(379)
Automated track inspection	[1] (1,000,000)
Safety regulations/administration	3,650,000
(Positions)	(64)
State grants	1,350,000

[1] To be derived from carryover funds.

The conferees reiterate the views expressed in the Senate report (99-423) regarding the reallocation of the inspector workforce. The conferees expected the Federal Railroad administrator to take these views under advisement and report to the House and Senate Committees on Appropriations by no later than February 1, 1987, on plans to reallocate inspectors according to those guidelines.

RAILROAD RESEARCH AND DEVELOPMENT

Amendment No. 75: Appropriates $9,581,000 as proposed by the Senate instead of $9,800,000 as proposed by the House.

The conferees have agreed to provide $510,000 to continue advanced welding research at the Oregon Graduate Center, including $200,000 from the Research and Special Programs Administration and $310,000 from the Federal Highway Administration. Because the funds appropriated for this initiative in fiscal year 1986 through the Federal Railroad Administration have not yet been obligated, the conferees have not provided additional FRA funds at this time. The conferees expect, however, that the fiscal year 1988 budget request will include sufficient funds to carry out this initiative fully, and that these funds will be included in a single account in the upcoming budget request.

Amendment No. 76. Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate requiring that $200,000, together with funds appropriated for fiscal year 1986 and intended for such purposes, be available to support the development of cooperative efforts between states, railroads, community groups, and other public service groups to reduce accidents at grade crossing.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Amendment No. 77: Appropriates $16,962,000 as proposed by the House instead of $11,962,000 as proposed by the Senate.

The conference agreement distributes these funds as follows:

Warren Street bridge	$3,600,000
New York tunnels: electrical/mechanical	4,800,000
Concrete ties, CWR, undercutting	3,062,000
Boston South Station Phase I cost overruns	5,500,000

The $5,500,000 provided for Boston South Station Phase I cost overruns shall represent the final federal appropriation for such overruns.

CONRAIL LABOR PROTECTION

Amendment No. 78: Deletes language proposed by the Senate transferring all unobligated balances in the "Conrail workforce reduction" account in excess of $4,565,000 to Amtrak and requiring Conrail to pay its own labor protection costs upon exhaustion of appropriate funds.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(INCLUDING TRANSFER OF FUNDS)

Amendment No. 79: Provides a total of $602,000,000, including an estimate $7,209,000 derived by transfer, for Amtrak operations, capital improvements, and labor protection costs instead of $591,000,000 as proposed by the Senate and $602,000,000 together with $11,000,000 derived by transfer as proposed by the House.

Amendment No. 80: Deletes language proposed by the Senate that transfers such sums that are available from "Conrail work-force reduction" as of September 30, 1986, in excess of $4,565,000.

REDEEMABLE PREFERENCE SHARES

Amendment No. 81: Authorizes the issuance and sale of fund anticipation notes and the expenditure of proceeds therefrom in additional amounts not to exceed $6,500,000 instead of $4,000,000 as proposed by the Senate and $9,000,000 as proposed by the House.

The conference agreement includes the following amounts:

Tri-Country commuter rail—Dade County metrorail connection	$4,000,000
Central Vermont Railroad	2,500,000

The conferees expect that, after complying with the above listed allocations and those allocations governing previous fiscal year appropriations, the Secretary shall give priority consideration to the Dodge City-Ford-Bucklin Railroad project.

CONRAIL COMMUTER TRANSITION ASSISTANCE

Amendment No. 82: Appropriates $5,000,000 as proposed by the House.

URBAN MASS TRANSPORTATION ADMINISTRATION

ADMINISTRATIVE EXPENSES

Amendment No. 83: Limits funds for the office of the administrator to $600,000 instead of $560,000 as proposed by the House. The conferees expect all salaries and expenses associated with the immediate offices of the administrator, deputy administrator, and executive director to be financed from this account.

RESEARCH, TRAINING, AND HUMAN RESOURCES

Amendment No. 84: Appropriates $17,400,000 as proposed by the Senate instead of $17,600,000 as proposed by the House. The conferees reiterate the directive contained in the fiscal year 1986 conference report (House Report 99-450) regarding the continuation of the cold weather technology program with the existing educational institution as grantee.

FORMULA GRANTS

Amendment No. 85: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter proposed, insert the following: *: Provided, That notwithstanding any other provision of law, before apportionment of these funds, $16,900,000 shall be made available for the purposes of section 18 of the Urban Mass Transportation Act of 1964, as amended: Provided further, That, notwithstanding any other provision of law, of the funds provided under this Act for formula grants, no more than $847,044,097 may be used for operating assistance under section 9(k)(2) of the Urban Mass Transportation Act of 1964, as amended: Provided further, That, notwithstanding any other provision of law, of the amount available for operating assistance under this Act, no more than $563,505,567 may be used for operating assistance in urbanized areas with a population of 1,000,000 or more*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

DISCRETIONARY GRANTS

(HIGHWAY TRUST FUND)

Amendment No. 86: Limits obligations to $1,002,500,000 instead of $990,000,000 as proposed by the Senate and $1,015,000,000 as proposed by the House.

The conference agreement includes the following amounts:

Bus and bus facilities	$140,000,000
Rail modernization and extensions	410,000,000
New systems and new extensions	365,000,000
Portland (light rail)	(1,300,000)
Seattle (bus tunnel)	(67,870,000)
Miami (circulator)	(12,000,000)
Santa Clara (light rail)	(18,450,000)
Atlanta (rail construction)	(91,080,000)
Los Angeles (rail construction)	(107,920,000)
Houston (busways)	(47,000,000)
St. Louis (light rail)	(12,830,000)
Denver (busway)	(6,550,000)
Planning	45,000,000
Elderly and handicapped	35,000,000
Innovative techniques and technology introduction	7,500,000

The conferees direct that priority consideration be given to discretionary bus grant applications from the Montachusett Area Regional Transit Authority, Massachusetts; Juneau, Alaska; and Buffalo, New York. The conferees also direct that $40,000,000 of the rail modernization allocation to the New York MTA be made available solely for the extension and completion of full electrified service on the Long Island Railroad's Port Jefferson line east of Northport, the funds to be part of New York's historical share of rail modernization funds.

The conferees direct that San Francisco Muni's capacity improvements to the Embarcadero Station from the existing terminus to a surface turnback facility in the vicinity of Harrison Street shall be considered a rail modernization project. The conferees continue to support this project.

The conferees agreement includes $5,000,000 for the rural transportation assistance program as specified in Senate report 99-423.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Amendment No. 87: Appropriates $1,100,000,000 for the liquidation of obligations incurred in carrying out section 21(a)(2) of the Urban Mass Transportation Act of 1964, as amended, as proposed by the Senate instead of $950,000,000 as proposed by the House.

INTERSTATE TRANSFER GRANTS—TRANSMIT

The conferees have agreed to the following discretionary allocations:

Sacramento	$2,924,517
Chicago	55,166,906
Boston	18,000,000
New Jersey	1,558,954
New York City	11,000,000
Cleveland	10,400,000
Indianapolis	949,623

The conferees recognize that delays in some regions' projects might necessitate adjustments to the above allocations. The conferees expect these adjustments, if required, to be accomplished through the normal reprogramming process.

WASHINGTON METRO

Amendment No. 88: Appropriates $201,119,500 instead of $185,000,000 as proposed by the Senate and $217,239,000 as proposed by the House.

Saint Lawrence Seaway Development Corporation

LIMITATION ON ADMINISTRATIVE EXPENSES

Amendment No. 89: Limits administrative expenses to $1,925,000 as proposed by the House instead of $1,990,000 as proposed by the Senate.

EISENHOWER LOCK REPAIR

Amendment No. 90: Appropriates $2,000,000 as proposed by the House.

Research and Special Programs Adminstration

RESEARCH AND SPECIAL PROGRAMS

Amendment No. 91: Appropriates $19,950,000 as proposed by the Senate instead of $20,800,000 as proposed by the House.

The conference agreement includes the following funding and staffing distribution:

	Appropriation
Operations	$13,400,000
Research and development	2,050,000
Natural gas and hazardous liquid pipeline safety grants-in-aid	4,500,000

Office	*Positions*
Administrator	5
Chief Counsel	8
Program management and administration	15
Aviation information management	11
Emergency transportation	10
Hazardous materials	77
Pipeline safety	47
Transportation Systems Center	527

Amendment No. 92: Provides that, of the funds appropriated, $4,500,000 shall be available for natural gas and hazardous liquid pipeline safety grants-in-aid as proposed by the Senate instead of $5,000,000 as proposed by the House.

Amendment No. 93: Provides that $6,550,000 shall remain available until expended as proposed by the Senate instead of $7,265,000 as proposed by the House.

Office of the Inspector General

SALARIES AND EXPENSES

Amendment No. 94: Appropriates $27,200,000 instead of $27,000,000 as proposed by the Senate and $27,770,000 as proposed by the House.

TITLE II—RELATED AGENCIES

Architectural and Transportation Barriers Compliance Board

SALARIES AND EXPENSES

Amendment No. 95: Appropriates $1,890,000 as proposed by the Senate instead of $1,975,000 as proposed by the House. The conferees agree that the Board should study the feasibility of employing cooperative research to expedite completion of the reserved sections of the minimum guidelines and requirements for accessible design and that UMTA should contract for a study of the costs to society of not providing specialized transportation services to the elderly and handicapped.

Interstate Commerce Commission

SALARIES AND EXPENSES

Amendment No. 96: Provides a total of $46,855,000 of which an estimated $53,000 shall be derived by transfer as proposed by the Senate instead of a total of $47,953,000 including $53,000 by transfer as proposed by the House.

The conference agreement includes the following amounts:

Chairman	$500,000
(staff years)	(7)
Commissioners	1,700,000
(staff years)	(24)
Satellite offices	1,000,000
(staff years)	(16)
Secretary	3,550,000
(staff years)	(85)
General Counsel	1,810,000
(staff years)	(27)
Proceedings	8,450,000

(staff years)	(130)
Hearings	455,000
(staff years)	(6)
Special Counsel	920,000
(staff years)	(15)
Transportation analysis	2,430,000
(staff years)	(30)
Accounts	4,820,000
(staff years)	(75)
Traffic	3,300,000
(staff years)	(75)
Compliance and Consumer Assistance	13,300,000
(staff years)	(218)
Managing Director	4,620,000
(staff years)	(82)

The conferees expect the Interstate Commerce Commission to use normal reprogramming procedures should it propose to deviate in any way from the staffing allocations or by more than five percent from the funding allocations listed above.

Panama Canal Commission

OPERATING EXPENSES

Amendment No. 97: Appropriates $409,770,000 as proposed by the House instead of $410,000,000 as proposed by the Senate.

Department of the Treasury

OFFICE OF THE SECRETARY

INVESTMENT IN FUND ANTICIPATION NOTES

Amendment No. 98: Appropriates $6,500,000 instead of $4,000,000 as proposed by the Senate and $9,000,000 as proposed by the House.

United States Railway Association

ADMINISTRATIVE EXPENSES

Amendment No. 99: Appropriates $2,200,000 as proposed by the Senate instead of $2,297,000 as proposed by the House.

TITLE III—GENERAL PROVISIONS

Amendment No. 100: Restores language proposed by the House prohibiting any change in the current Federal status of the Transportation Systems Center and the Turner-Fairbank Highway Research Center.

Amendment Nos. 101 and 102: Conform section numbers.

Amendment No. 103: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken by said amendment, insert the following:

(e) Notwithstanding any other provision of law, funds previously made available and unobligated for the "Auto Pedestrian Separation Demonstration Project" shall be available to the State of North

Dakota for use on the 45th Street interchange in Fargo, North Dakota, and such funds transferred shall remain available until expended.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment Nos. 104 and 105: Conform section numbers.

Amendment No. 106: Limits funds for the expenses of the Department of Transportation advisory committees to $750,000 as proposed by the Senate instead of $725,000 as proposed by the House.

Amendment Nos. 107, 108 and 109: Conform section numbers.

Amendment No. 110: Restores language proposed by the House releasing the City of Linden, New Jersey, from the terms, conditions, reservations and restrictions contained in the deed dated February 27, 1947.

Amendment Nos. 111 and 112: Conform section numbers.

Amendment No. 113: Restores language proposed by the House requiring the FAA to include the address of each organization against which an enforcement action was taken during fiscal year 1986 in the agency's report on operation and maintenance inspection and certification programs.

Amendment No. 114: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following: *assessed and closed*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The House bill required a report on civil penalties assessed and the Senate bill required a report on civil penalties closed. The conference agreement requires reports on both actions.

Amendment No. 115: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate requiring a study of the impact on small and remote communities of the discontinuation of essential air service subsidies.

Amendment No. 116: Conforms section number.

Amendment No. 117: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows:

SEC. 323. The Secretary of Transportation shall enter into negotiations with the City of Philadelphia, Pennsylvania, for an amendment to the full funding contract in effect with regard to the Center City Commuter Connection (UMTA Project No. PA-03-0013): Provided, That the Secretary shall commence negotiations with the appropriate local authorities to enter into such agreement no later than 30 days after enactment of this section and shall conclude an agreement no later than 90 days after enactment of this section: Provided further, That the agreement shall provide for the reimbursement of the Federal share of extraordinary costs incurred by the City on the project, including, but not limited to, existing eminent

domain damages, a reasonable estimate of anticipated eminent domain damages, and costs that the City incurred pursuant to the Northeast Corridor Improvement Project and the Northeast Rail Service Act of 1981.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement requires the Secretary of Transportation to execute an amendment to the full funding contract for the Center City Commuter Tunnel in Philadelphia, Pennsylvania. The amendment must include the federal share of costs incurred by the City in complying with requirements imposed by the Northeast Corridor Improvement Project and the Northeast Rail Service Act of 1981. The City has identified these costs in its submissions to the Department of Transportation. The amendment must also cover both existing and anticipated eminent domain charges. The City has also enumerated those costs.

The conferees take note that the City of Philadelphia first applied to UMTA for reimbursement of extraordinary costs in August 1983 and that committee report language urging UMTA to settle the City's claims has not produced the desired result.

The conferees also urge UMTA to resolve as quickly as possible the City's claim for removal of a $4.7 million audit exception placed on the project.

Amendment No. 118: Restores language proposed by the House defining "Maxi-cube" vehicles.

Amendment No. 119: Restores language proposed by the House prohibiting the use of funds for a study involving access by a causeway or bridge across the wetlands of San Francisco Bay to U.S. Highway 880.

Amendment Nos. 120 and 121: Conform section numbers.

Amendment No. 122: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that deletes House language and inserts new language regarding the conditioning of transit grants on private sector involvement.

The House included bill language that states none of the funds in this Act shall be used to enforce any rules, policies, or guidelines that seek to delay transit grants or condition their award on the means that providers of transit service are selected.

The conferees reiterate the position taken in last year's statement of the managers accompanying the continuing appropriations for fiscal year 1986, that the extent of private sector involvement in the provision of public transit is best decided at the local level, that there should be no quotas affecting local programs, and that conditioning funding on a certain level of involvement is not consistent with the Urban Mass Transportation Act of 1964, as amended.

The conferees have included bill language which makes it clear that no funds under this Act could be used to restrict or infringe upon the ability of recipients of Federal transit funds to select, through a competitive process, service providers or to contract with private entities for the provision of services. UMTA has established an expedited process for the quarterly release of its formula funds. At the same time, the conferees encourage recipients of Federal

transit funds to consider the benefits of putting transit services out to competitive bid. This provision would make it clear that recipients would be free to determine for themselves if services could be competitively bid and contracted out to private operators.

The conferees believe that any UMTA policy statements on private sector participation, such as those of October 1984 and January 1986, should not exceed UTMA statutory responsibilities under sections 3(e), 8(e), and 9(f) of the UMT Act of 1964, as amended.

Section 3(e) of the UMT Act of 1964, as amended, states that "no financial assistance shall be provided under this act [for taking over private companies or providing service in competition with or supplementary to an existing private company] . . . unless . . . the Secretary finds that such program, to the maximum extent feasible, provides for the participation of private mass transportation companies".

Section 8(e) states that "the plans and programs required by this section shall encourage to the maximum extent feasible the participation of private enterprise".

Section 9(f) states that "each recipient shall . . . (2) develop a proposed program of projects concerning activities to be funded in consultation with interested parties, including private transportation providers . . . and (3) publish a proposed program of projects in such a manner to afford . . . private transportation providers . . . an opportunity to examine its content and to submit comments on the proposed program of projects and on the performance of the recipient".

UMTA's Office of Private Sector Initiatives should be primarily a source of information to facilitate private sector involvement in urban mass transit. The conferees do not believe that this office should be regulating the local transit planning or decisionmaking process or giving priority to or otherwise basing the release or allocation of Federal assistance on the nature of the local planning or decisionmaking process, or the decisions made at the local level as to the provision of mass transit services or functions, and has included a general provision to that effect.

The conferees firmly believe that the final decision regarding provision of service rests with the grantee. In addition, changes or modifications to the above cited sections can be accomplished only through the legislative process in considering the basic enabling legislation in which these sections are found. Section 327 emphasizes that it is not the intent to supersede or override the existing statutory provisions relating to the private sector—sections 3(e), 8(e), and 9(f) of the Urban Mass Transportation Act of 1964, as amended. Nor is it the intent of the section to affect or limit the administrator's existing authority to allocate funds under the section 3 discretionary program. Rather, in an effort to respond to concerns that UMTA has overstepped its legal authority by explicitly conditioning section 9 grants on private sector involvement, it is the intent of the conferees to make clear that such a conditioning of formula grants cannot occur. The conferees want to be certain that UMTA does not exceed its current statutory authority as it implements its private sector initiatives.

Amendment No. 123: Reported in disagreement.

Amendment No. 124: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows:

SEC. 329. The Secretary of Transportation is authorized to transfer appropriated funds under "Office of the Secretary, salaries and expenses": Provided, That no appropriation shall be increased or decreased by more than 3 per centum by all such transfers: Provided further, That any such transfer shall be reported to the Committees on Appropriations.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 125: Restores language proposed by the House prohibiting landing rights of South African aircraft.

Amendment No. 126: Restores language proposed by the House regarding the suitability for employment of air traffic controllers who participated in the 1981 strike. The language provides that air traffic controllers whose appointments were terminated on account of the strike shall not, as a class, be considered unsuitable for appointment or reinstatement in the Federal Aviation Administration.

Amendment No. 127: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "323" insert: *332*

The managers of the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 128: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "324" insert: *333*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 129: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "325" insert: *334*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

CONGRESSIONAL DIRECTIVES

The conferees agree that the language and allocations set forth in House Reports 99-696 and 99-831 or Senate Reports 99-423 and 99-500 shall be complied with unless specifically addressed to the contrary in the statement of the managers.

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1987 recommended by the Committee of Conference, with comparisons to the fiscal year 1986 amount, the 1987 budget estimates, and the House and Senate bills for 1987 follow:

New budget (obligational) authority, fiscal year 1986	$10,146,976,569
Budget estimates of new (obligational) authority, fiscal year 1987	7,014,514,569
House bill, fiscal year 1987	10,284,900,569
Senate bill, fiscal year 1987	10,197,746,569
Conference agreement, fiscal year 1987	10,253,373,069
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 1986	+106,396,500
Budget estimates of new (obligational) authority, fiscal year 1987	+3,238,858,500
House bill, fiscal year 1987	−31,527,500
Senate bill, fiscal year 1987	+55,626,500

WILLIAM LEHMAN,
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CARL PURSELL,
FRANK R. WOLF,
Managers on the Part of the House.

MARK ANDREWS,
THAD COCHRAN,
JAMES ABDNOR,
ALFONSE D'AMATO,
LAWTON CHILES,
JOHN C. STENNIS,
ROBERT C. BYRD,
FRANK R. LAUTENBERG,
Managers on the Part of the Senate.

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